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Graceton, Penna

He has closed a deal with Albert
Dechler for a frame dwelling house on
the corner of Main street and Gibson
venue.

Subscribe for The Weekly Courier

Had Been in Railroad Service for
Years and was Prominent Citizen
of Third Ward; Rose from Section
Hand to Passenger Conductor.

12. W. Lloyd of Wheeler, 22 years old, a Baltimore & Ohio brakeman, while at work Sunday morning in the yards met with an accident which resulted in a badly mangled foot. An amputation will not likely be necessary. He was removed to the Cottage Home Hospital.

ence, were in their cells. As Harry Orr, the night turnkey, entered the corridor to collect the cuspidors,

a desperate character and the state police anticipate a struggle if he is overtaken.

Laughlin Steel Company. The cost will exceed \$3,000,000.

to the total value of \$160,000,000.

CONNELLSVILLE, PA.

CONNELEY, PA.

COAL RATE FIGHT IS OPENED BY THE PITTSBURG DISTRICT

Renew Their Battle Against
Discrimination by the
Railroads.

WHOLE QUESTION IS OPENED

In Opposing Proposed Increase of 15
Cents to the Lakes, Operators De-
mand Reduction in Existing 75-Cent
Charge; Ask Better Rate East.

WASHINGTON, Jan. 24.—The Pitts-
burg Coal Operators' Association has
filed with the Interstate Commerce
Commission its formal complaint
against the increase in bituminous
coal rates from the West Virginia and
adjoining fields which the railroads
recently announced they would make,
but the complaint was suspended by
the commission pending in-
vestigation.

It was also learned here today that
the Pittsburgh Coal Operators' Association
has filed at Harrisburg with the
Pennsylvania Commission of Pen-
sylvania a complaint against the
Pennsylvania lines alleging unjust dis-
crimination in rates from the Pitts-
burg district to Philadelphia and to
Erie.

In the complaint with the state
commission, it is pointed out that on
all shipments of coal to Erie, and to
points west, the same rate is charged,
while on shipments to Philadelphia
and points east 30 cents less is charged
from the Greensburg group, which is
a part of the Pittsburgh district, and
15 cents less from the Westmoreland
group, which is a part of the Pitts-
burg district, than is charged from the
Pittsburgh group and the Panhandle
mines, which constitute the western
portion of the Pittsburgh district. The
real question involved is whether it is
unjust discrimination to charge all
mines in the Pittsburgh district the
same rate when coal goes west, while
when coal goes east, that district is
divided into three parts.

As to the investigation which is to
be undertaken by the Interstate Com-
merce Commission in regard to the
increased rates which would have
gone into effect on January 20, the
commission has not suggested any
temporarily, it is understood that
hearings will begin about the first of
March. The railroads will be given
their hearing on the question about a
month later, and it will be ready to
hand down its decision in the matter
about July 1.

Involving as it does an annual coal
shipment of from 50,000,000 to 60-
60,000,000 tons from the various dis-
tricts concerned to the Lakes and
other points where the new rates
would have applied, it is a most im-
portant case, so that careful hearing
will be held by the commission and
ample time given to make full and
complete investigation of all the facts
in the case before a decision is ren-
dered. The increase proposed by the
railroads of 15 to 20 cents a ton would
amount to millions of dollars each
year.

The importance of the case is in-
dicated by the fact that attorneys rep-
resenting some of the big coal shippers
interested have opened offices here.
The Pittsburgh Coal Operators' Asso-
ciation in its complaint, which is di-
rected against the Pennsylvania, Chi-
cago & St. Louis Railway Company,
the Pittsburgh & Lake Erie Railroad
Company and the New York Central
Railroad Company, alleges that the
present rate of 75 cents now charged
by the latter for the shipment of coal
shipped from mines in the Pittsburgh
district to Ashtabula, O., is unreason-
able and unjust. It charges that con-
sidered action on the part of the rail-
roads serving the competing districts
in Pennsylvania, Ohio, West Virginia,
Kentucky and Kentucky "has resulted
in the establishment and maintenance
of rates from the Pittsburgh district
which are unjustly discriminatory be-
cause they in themselves are unreason-
ably high."

Based upon the cost of
service and all the factors entering
into the fixing of rates, says the com-
plaint, the existing rate of 75 cents
a ton on coal from the Pittsburgh dis-
trict to the lakes cannot be justified.
In making the previous order estab-
lishing that rate, it is declared, "the
commission had in mind the placing
of the Pittsburgh district on such a
basis as would tend to restore it to the
position in the markets of the world to
which it is entitled by virtue of its
location and other considerations, and
from which it has been ousted by the
arbitrary and unwarranted action of
the carriers by continuous increases
in the lake cargo rate over a long
period of years."

A man was submitted to the Inter-
state Commerce Commission with the
complaint to show at a glance the geo-
graphical and transportation situation
of the several districts. The rate per
ton mile varies, according to the
complaint, from as low as 1.37 mills
from the Elkhorn district in Kentucky
to as high as 5.19 mills from district
No. 8 in Ohio and 5.10 from the Pitts-
burg district mines on the Pittsburgh
& Lake Erie.

MOTOR SUPPLANTS LOCOMOTIVE.

Rocky Mountain Train Being Hauled
Quicker and Cheaper.

After some thorough and satisfac-
tory experiments, the Chicago,
Milwaukee & St. Paul railroad is elec-
trifying 440 miles of its track across
the Rocky Mountains. It has discov-
ered that an electric locomotive will
haul 30 per cent more train load at
a cost of 10 per cent less than a steam
engine and moves the train over the
mountains at an average rate of 16
miles per hour, while the steam loco-
motive is only able to haul it nine
miles an hour. Other savings will be
effected.

The railroads will be able to gener-
ate electricity by water power for use
in crossing the mountain ranges in
the west.

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FRICK OFFICIALS ARE GUESTS AT ANNUAL DINNER

President, General Superintendent, Lynch
and Others are Speakers.

The Country Club at Greensburg
was the scene Saturday evening of the
reunions of an event which has be-
come to be of much significance and
an occasion of singular pleasure and
profit to the plant superintendents
and department heads of the H. C.
Frick Coke Company. This was the
annual dinner, instituted by the late
Thomas Lynch, president some years
before his death and observed in suc-
cessive years except last, when out of
respect to the founder's memory the
event was not celebrated.

Invitations extending Saturday evening
over 100 guests were present repre-
senting every plant and department
of the company. Those from Union-
town, the Lower Connelville region,
Connellsville, Scottsdale, Mount Pleasant
and intermediate points were con-
veyed to Greensburg in a special car
on the West Penn. The preparations for
the banquet were carried out with
close attention to detail, including at-
tractive decorations and an elaborate
menu provided by Godfrey Hayslett,
the steward of the Country Club. Mrs.
Nittala's orchestra of Pittsburgh fur-
nished music, interspersed by selec-
tions from a male quartet.

W. H. Clingerman of Scottsdale,
president of the company, noted the
past year. Mr. Clingerman gave a
brief review of the operations of the
company and discussed the cost of
production and the records of acci-
dents during the year 1915.

Responses were made by W. C.
Hood, who discussed "Concentration
of Mining with the Use of Short Wall
Mining Machines," by G. A. Wilson,
who dealt with the subject of "Under-
ground Coal Transportation," by H. C.
Brewer who considered "Suggestions
for Welfare Work." The concluding
address of the evening was made by
Clay P. Lynch, vice president and
general superintendent, entitled "The
Best Road for Welfare," the central
thought of which was that "All the
management at the best is best for the
welfare of both the employer and em-
ployee."

The guests of the evening were:
C. L. Atchley, J. W. Armstrong, Ste-
phen Arkwright, W. S. Armstrong, W. J.
Ashkin, M. Ascherson, E. C. Arnold,
J. A. Barnard, Ithara L. Barry, H.
C. Beebe, J. H. Bliz, Burgess B.
Boyd, Denton Boyd, H. N. Boyd, H.
C. Brown, S. W. Brown, J. C. Brown-
field, J. R. Campbell, J. W. Campbell,
H. Chandler, J. A. Childs, W. H.
Clingerman, D. J. Colby, J. J. Cowan,
W. H. Croushore, W. J. Culliton,
Thomas W. Dawson, P. J. Del-
rich, S. L. Denniston, T. L. Donley,
A. T. Downing, E. K. Drift, T. S. Dun-
can, Frank Emery, T. W. English,
Greene Eudis, F. L. Farnon, J. G.
Finck, C. B. Frank, Frank R. Fry,
William Gates, R. J. Goddard, B. F.
Glasgow, W. H. Glasgow, J. Howard
Greig, L. W. Gurnard, James Hart, G.
H. Hodges, W. C. Hood, J. B. Hutch-
inson, C. E. Huttelmaier, W. J. Jones,
F. T. Kelchler, Philip Keller, Isaac
C. Kelley, Robert Laurie, P. J. Lawke,
J. Lloyd Lowther, Clay P. Lynch,
John Lynch, L. C. Lyon, James S.
Mack, Robert W. Maher, Joseph Ma-
haff, P. W. Matthews, M. S. Maxwell-
ley, W. W. Miller, C. S. Miller, J. L.
C. Miller, W. C. Mullin, R. McKel-
lin, C. A. Muse, J. W. Myers, J. J.
McCrackin, J. D. McCreary, P. A.
McDonald, P. A. McIntire, William
McWilliams, A. D. Oberly, L. E. Os-
borne, W. S. Overholt, C. P. Parker,
James H. Pettigrew, A. R. Pollins,
E. J. Porter, J. A. Reaney, Robert
Ramsey, R. D. Rex, Dr. William
O'Neill Sherman, J. M. Shields, L. P.
Shutterly, Robert S. Skemp, W. W.
Smith, H. L. Snively, E. T. Speer,
G. L. Steiner, John E. Struble, A. P.
Strouse, William C. Stratton, W. A.
Tucker, J. T. Toney, Fred W. Young,
R. L. Warnock, Thomas Welsh,
White, E. W. Wilkinson, Dr. G. A.
Wilkinson, Dr. Joseph I. Winslow, R.
S. Wolfersberger, V. W. Yahner and
H. F. Zearley.

DECLARES LABOR MUST WORK OUT ITS OWN EMANCIPATION

Head of Industrial Relations Com-
mittee Says Workingmen Must
Be United.

INDIANAPOLIS, Jan. 24.—Speak-
ing at the United Mine Workers
of America convention, Frank P.
Walsh, chairman of the new com-
mittee on industrial relations, and the
head of the federal commission on in-
dustrial relations now out of existence,
declared that if labor is to be emanci-
pated and receive industrial justice it
must be done by labor itself. Only in
complete organization can they find
protection, he said.

Mr. Walsh reviewed the work of the
federal commission, calling particular
attention to the conditions it found in
Colorado. The story of Colorado, he
declared, was the story of all "ex-
ploited communities and unprotected
workers."

He asserted that the federal com-
mission in its two years of research
did not find a single case where there
was a labor disturbance or loss of life
from a strike that labor had a contract
with the employer.

Mr. Walsh ridiculed the Rockefeller
plan for dealing with the employees of
the Colorado Fuel & Iron Company.
He considered the strike there won by
the workers because John D. Rockefel-
ler was compelled to recognize the
responsibility for everything that
occurred in that state and because he
was compelled to acknowledge the
scientific facts underlying collective
bargaining by the miners.

The plan, however, was a bogus one,
Mr. Walsh declared.

To Develop Texas Iron Ore.
The Texas Steel Company of Beaumont,
Tex., will be incorporated with a
capital of \$2,500,000 for the develop-
ment of Texas iron ore properties and
the construction of furnaces and steel
mills.

Well-Coal Prices.
Current prices for Welsh coal, F. O. B.
Cardiff, are as follows: Admiralty
seconds, \$5.23; best dry, \$5.71; black
veins, \$5.22; best house, \$5.71; best
small steams, \$3.16; briquettes, \$5.97;
special foundry coke, \$10.34.

Advertise your coal lands in The
Weekly Courier.

GREATER SAFETY ON THE RAILROADS IS RECORD OF 1915

Remarkable Improvement
in Casualties From
All Causes.

REDUCTION OF 27% OVER 1914

Trespassers Still Lead as Victims of
Fatal Accidents; Of One Million
Passengers Carried, Only 222 Are
Killed; Fewer Employees Killed.

The greatest improvement in safety
of railway operation ever recorded for
a year is shown by the annual accident
bulletin just issued by the Interstate
Commerce Commission for the fiscal
year 1915. As a result of the combined
effect of the safety first movement, of
improvements in facilities of various
kinds and of the slump in railway
traffic caused by the business depres-
sion, the accident record of the rail-
ways of the United States for 1915 is
in most respects the best ever reported,
even when allowance is made for the
reduced chances for accident result-
ing from the decrease in traffic.

Excluding trespassers, the total
number of fatalities in connection with
railway operation was only 3,537, or
less than for any year since 1900, and
27 per cent less than in 1914, while
the number of passengers carried was
nearly 1,000,000 more than in 1914.
In 1915 was approximately 105
per cent greater and the number of
tons of freight hauled one mile was
about 92 per cent greater than in
1900.

The total number of casualties to
persons according to the commission's
bulletin, was 170,651, including 8,821
persons killed and 162,830 injured.
These figures represent a decrease as
compared with 1914 of 1,631 in the
number of persons killed, or 18.1 per
cent, and 39,422 in the number in-
jured, or 19.9 per cent, and the total
is less than for any other year since
1911. These total figures include 413
employees killed and 9,192 employees
injured in "industrial accidents," those
not occurring in connection with train
operation, but taking place on railway
premises, as in shops, etc.

Of the total number killed, 222 were
passengers, 2,152 employees, and 6,247
other persons, including both trespassers
and non-trespassers, a decrease as
compared with the 1914 figures, which
were also less than those for 1913, of
42 passengers killed, or 16.2 per cent
of 1,107 employees killed, or 24 per
cent, and 531 other persons killed, or
7.8 per cent.

The total number of persons killed in
1915 was less than for any other year
since 1912, and the number in-
jured was less than for any other
year since 1911. The total number of
passengers killed, 222, out of approxi-
mately one billion carried, was less
than for any other year since 1894,
and only 5,000,000 were carried;
and the number injured was less than
for any other year since 1908. The
total number of employees killed was
less than for any other year since
1898, when there were only about
half as many employees as in 1915, and
the number injured was less than for
any other year since 1911. The total
number of other persons killed, most
of whom were trespassers, was less
than for any other year since 1910,
but the number injured was greater
than for any other year except 1914
and 1913.

As usual, by far the largest class of
railway fatalities was that of tres-
passers, which totaled 5,084. While
the number of trespassers killed was
less in 1915, the percentage of tres-
passers killed to all persons killed was
increased from 56 per cent in 1913
and 53 per cent in 1914 to 59 per
cent in 1915, and the number of tres-
passers injured was larger than for
any year since the statistics have been
compiled. Excluding trespassers, the
number of persons killed in railway
accidents, including all those for
which the railways may be considered
responsible, was only 3,537, and repre-
sents the remarkable decrease of 27
per cent as compared with the num-
ber of persons other than trespassers
killed in 1914.

The remarkable improvement shown
by these figures is, of course, as
amply indicated, attributable to a con-
siderable extent to the reduction in
the volume of traffic handled during
the year, just as increases in accidents
in previous years have been due to an
increasing volume of business affording
the chances for accidents a fact al-
ways given proper consideration in
discussions of the subject. But the
railway accident record has been im-
proving for many years relatively to
the volume of business, and in 1915 the
improvement was much greater than
can be accounted for solely by de-
crease in business.

P. R. R. COKE SHIPMENTS.
December Shows an Increase of a Half
Million Tons.
The shipments of coke over the
lines of the Pennsylvania Railroad east
of Harrisburg and into the market
for December, 1915, totaled 3,105,859
tons, an increase of 500,000 tons over
December, 1914.

Where P. R. R. Stock is Held.
Of the 33,765 stockholders of the
Pennsylvania Railroad 4,587 are
women. Residents of Pennsylvania
constitute 33,307 stockholders, New
York has 16,067, New England 16,549
and scattering holders including 11,511
foreigners number 16,444.

Paul Resigns.
J. W. Paul, director of the rescue
work at the Pittsburgh station of the
United States Bureau of Mines, has
resigned. He has been connected with
the bureau in the Geological Survey
for 11 years and has been in charge
of the rescue work at 200 mine dis-
asters.

THE DYESTUFF INDUSTRY GAINING FOOHOLD IN U. S.

Assuming Considerable Proportions
but Its Sponsors Recognize Ne-
cessity for Protection.

According to a report given to the
public by Dr. Thomas H. Norton, of
the Bureau of Foreign and Domestic
Commerce, of the Department of
Commerce, American makers of dyestuffs
are now producing coal-tar
colors at the rate of 15,000 tons an-
nually. Dr. Norton calls particular
attention to the importance of the
fact that these colors are being manu-
factured wholly from American raw
material. Before the war started we
manufactured only 2,300 tons of coal-
tar colors, made mostly from imported
intermediates. The report points out
however, that the total imports of
artificial colors before the war were
something like 25,000 tons, so that
the color-making industry even now
is not getting near their normal sup-
plies.

The manufacture of coal-tar colors
in this country has assumed large
proportions, states Dr. Norton, but
owing to the great demand for such
products in the manufacture of ex-
plosives the dyestuff makers have not had
the supplies they needed. Neverthe-
less there are now 17 firms engaged in
manufacturing intermediates and 12
firms are turning out the finished dyestuffs.
Dr. Norton insists that the United
States is to have a permanent dyestuff
industry. The textile and allied
industries, he says, are united in the
determination that the country shall
never again be exposed to such a
famine as it has recently experienced.
Many of the companies engaged in
manufacturing coal-tar compounds
are planning to continue their pro-
duction along the lines a early taken
up and to enlarge such production as
center upon the manufacture of ad-
ditional intermediates or finished dyestuffs
as circumstances warrant.

As essential to the permanency of
the great industry, which Dr. Norton
views as developing so promisingly,
he makes the somewhat significant state-
ment that it is simply a matter of
adequate measures of statutory protection
against unfair competition on the
part of foreign rivals.

B. & O. EARNINGS

For December Make a New High
Record in Totals and Gains.

A new high record for December
earnings was made by the Baltimore
& Ohio railroad last month according
to figures made public by the road on
Friday. The gross earnings totaled
\$2,161,762, or a gain of \$2,190,687 as
compared with the corresponding
month of 1914. Net operating reve-
nue was \$1,625,426, or \$801,955 greater
than for December of the year pre-
vious.

Never before in the history of the
Baltimore & Ohio railroad did the
revenue totals for December reach the
figures as revealed in the statement
of income for the month just closed.
The nearest approach to it was in
December, 1913, when the revenues
of that year held the record until the
recent improvement.

The showing made by the railroad
shows the enormous amount of traffic
which the railroad company moved
the satisfactory gain in net was made
in spite of the fact that the operating
expenses for the month increased
\$1,853,832 as compared with the same
month of 1914.

The biggest increase in the operat-
ing expense account was in main-
tenance of equipment. This item
shows that during December \$1,350,-
738 was expended or an increase of
\$55,398, or 4.2 per cent, over the
amount expended for the same month
of 1914. Transportation ex-
penses were increased \$347,011 as
compared with 1914.

Gross operating revenue for the
first half of the Baltimore & Ohio
year amounted to \$56,010,554,
or a gain of \$8,061,856. The net
operating increase was \$7,174,775.

OFFICIALS HERE

B. & O. Men Inspect Work in the
Yards and Round House.

A general inspection of the yards
and new turntable being erected in
the yards of the Baltimore & Ohio
railroad here, is being conducted by
General Superintendent E. A. Peck
and Superintendent of Motive Power
M. T. Barnum. The officials are
much interested in the big engine
used here and also in the general
improvements that are being made
throughout the yards.

The latter arrived in the city last
week.

MAGAZINE LETS GO.

Explosion at Coal Mine Causes Panic
in South York.

JOHNSTOWN, Pa., Jan. 24.—An ex-
plosion of dynamite and blasting pow-
der in the magazine of the Argyle Coal
company at South Park this morning
shattered glass in the coaches of a
Pennsylvania railroad passenger train
just pulling into the station nearby
and stampeded the passengers.
No one was hurt, although consid-
erable damage was done and the mag-
azine was blown to pieces.

May Lease Besco.
Negotiations are understood to be
in progress for the leasing of the Besco
coking and mining plant at Millboro,
owned by I. W. Seaman of Uniontown.

Tin Workers Get Advance.
The American Sheet & Tin Plate
Company has announced that the
wages of all laborers in its employ
would be raised 10% on February 1.

Advertise in The Weekly Courier.

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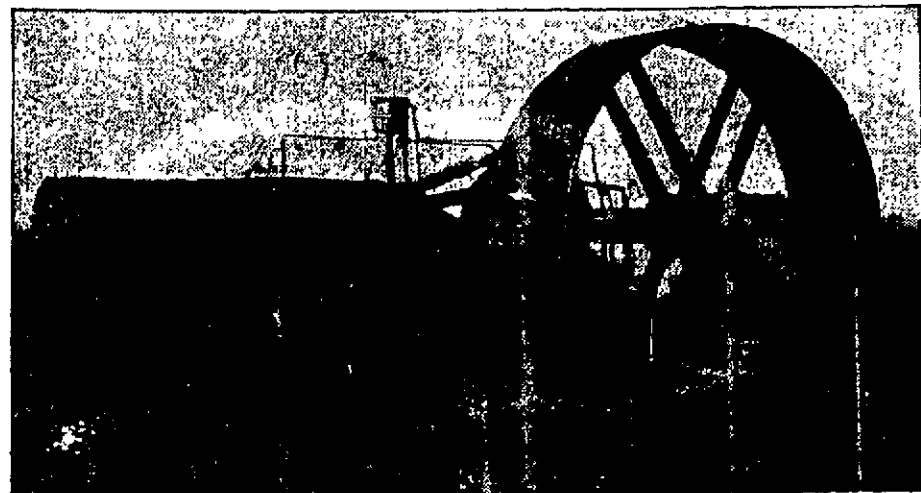
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the market in its construction.
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Plants 2 and 3,	800	Plants 1, 2 and 3,	950
Oliver & Snyder Coal Co.,	200	Clarksburg Coal & Coke Co.,	600
Plants 1, 2 and 3,	1,100	Tyler and Snyderville Wks.,	600
Arthur Coal & Coke Co.,	400	H. C. Frick Coke Co.,	1,000
Plants 2 and 3,	420	Yorktown, Shott and Bitner, 1,000	
Shott and Bitner Coal Co.,	100	Strothers Coal & Coke Co.,	1,000
Shott and Bitner Coal Co.,	100	Fairbank Works,	150

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intendence of construction of complete coal and coking plants, rail-
roads, water works, city paving and sewerage, etc. Examination and
reports on coal lands and mining properties.

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